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FIRST FOR ORCAS

Photo by LS Gibson, MARPAC Imaging

A recently acquired Cyclone helicopter exercises with Orca-class Patrol Craft Training vessel Wolf. This inter-operability training marks a first for the Orcas and those who work in them. Read the full story on page 3.



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MESSAGE FROM THE BASE COMMANDER

Be safe in the workplace



This week is Safety and Health Week, also known as the North American Occupational Safety & Health (NAOSH) Week, and on behalf of Formation Safety and Environment I would like to encourage all of you to reflect on the importance of preventing injury and illness in the workplace, at home and in the community. This year's theme is: 'People, Passion

and Prevention: Together we can create safe workplaces and communities'.

People: Our most important asset is our people. All personnel have the responsibility to demonstrate exemplary leadership and due diligence in the protection of our people, and to promote a safe work culture. Show compassion, encourage open communication and provide support to your colleagues.

Passion: Participate in developing and implementing good safety and health habits. Be active and eat a balanced diet. An employee who is mentally and emotionally fit is able to focus on the job and focus is essential to staying safe.

Prevention: You are not invincible! Train, learn, educate, practice and take charge. Striving for continual improvement and maintaining safety protocols is key to the prevention of illness and injury.

CFB Esquimalt remains committed to providing a safe and healthy workplace for civilian and military members of the Defence Team. I encourage all our members to actively participate in their Workplace Health and Safety Committees, and to get involved in a sports team or volunteer for a special event that promotes safety and wellness. I also ask that leaders and managers promulgate regular safety tips to their



employees and take time to discuss health and safety within their sections this week. We all have a responsibility to work together to improve the health and safety of our workplaces.

If you have any questions, please ask your local General Safety Officer or email Formation Safety and Environment (+ESQ FSE-Central Registry@FSE@Esquimalt). For more information on NAOSH visit: naosh.ca

Together we can create safe workplaces and communities.

Capt(N) J.R. Boyd
Base Commander
CFB Esquimalt

SEE HOW WELL YOU KNOW YOUR WORKPLACE SAFETY

Find what's wrong with this photo



- ANSWERS:**
- The monitoring device is hanging on the tripod. The tripod is not ready for use.
 - No confined space paperwork (e.g., a permit) is visible in the photo (the yellow sign says "permit required").
 - The ventilation hose is not inserted into the confined space.
 - The "trouble light" is not vapour-proof (commonly referred to as "explosion-proof").
 - The winch is lying on the floor.
 - The ventilation hose is not attached to the blower.
 - The five-gallon paint can is open.
 - The worker has no personal protective equipment (it is possible that none is required). The worker is not wearing a harness to permit easy rescue.
 - The gasoline can is waiting to be kicked over.
 - The gasoline-powered generator is placed in a small room.

Photo courtesy Worksafe BC



Safety and Health Week

People, Passion and Prevention

Together, we can create safe workplaces and communities



Photo by Corporal Jay Naples, MARPAC Imaging Services

Orca class trains with Cyclone

Lt(N) Evan Park
Naval Fleet School (Pacific)

On a clear sunny afternoon in Constance Bank, four Patrol Craft Training (PCT) Orcas operated with a CH-148 Cyclone Helicopter (call sign Stinger 20) for the first time.

The vessels were at sea in support of the Athabaskan Naval Warfare Officer IV Charge phase.

The Cyclone, a much more powerful aircraft than the Sea King, created significant downwash, so it was impor-

tant to determine the effects on the Orca class and to practice countering such effects.

Once interoperability was proven, the aircraft pilot and the officers in charge of *PCT Wolf*, *Raven* and *Grizzly* exercised personnel transfers between the two platforms.

"Proving the concept opens the door to future transfers of provisions or personnel while underway, increasing flexibility in routine operations and/or during emergency response situations" said LCdr Erik Poirier, Officer

in Charge of *PCT Wolf*.

Athabaskan NWO IV Charge students, in their last training phase before joining the fleet, had a unique opportunity to work with the new airframe.

"Working with the Cyclone this week was a rare opportunity for myself and my fellow students," said A/SLt Liam Moors. "We did not expect to work with it until we reached the fleet, let alone be a part of the first operation ever between the two platforms. It was a great experience."

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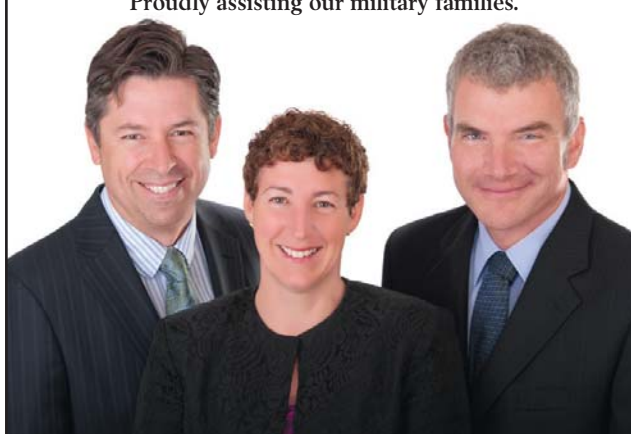
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WHAT SAY YOU

WHAT GRINDS MY GEARS:

Stop and talk

SLt M.X. Déry, Contributor



Hey you. Didn't you see me on my bicycle going through the intersection? Luckily, I slammed the brakes and you narrowly avoided ruining my beautiful morning bike ride to work by sending me to the emergency room.

I yelled at you to watch what you are doing, but you drove around me, and drove away.

Look, no one likes the feeling of nearly running a cyclist over and then dealing with their rage first thing on a Monday morning, but driving away isn't the answer.

Traffic allowed me to catch up and speak with you.

"I'm so sorry! I didn't see you until you were right here," you said, gesturing to a blind spot created by the edge of your car door.

"S'ok, I get it, it happens, but next time stop and talk to me," I replied.

Although I was still annoyed, I recognized that while the driver was at fault, I can't

blame him too much for driving away as other riders can be unpredictable.

Just before that near crash, a cyclist had blown through the same intersection without stopping. Near the general parking lot on base, I saw a cyclist not check if anyone was coming down Lyall Street before burning through the stop sign and turning directly into my path.

That same cyclist then walked through the pedestrian entrance to Dockyard, and once past the commissionaire, jumped back on to the bike on the sidewalk and rode through another stop sign.

It is worth repeating, to all the fair weather riders who have decided to bang off their rusty bike chains to commute in a way that contributes to a healthier lifestyle, that a bicycle is a vehicle.

If you wouldn't do it while driving a car, you can't do it while riding a bike.

Like you can't ride on the sidewalk.

Stop signs require you to stop, not just slow down and then continue on.

When leaving Dockyard, the section of Lyall Street in front of the Chiefs' and Petty Officers' Mess is a one way street. I see cyclists go the wrong way all the time.

My point is if my fellow cyclists rode their bikes responsibly, car drivers may be more courteous and treat us with more respect, and care.

Keep that in mind as Bike to Work Week starts May 27.

And, keep in the fore of your mind are you complying with the Motor Vehicle Act and the Base Standing Orders on cycling?



I want to thank them

Justine Miller
Constance Bay, Ontario

(Originally posted on Facebook, April 28, 2019)

So people have been asking me about the picture of my daughter handing a card to the Canadian Armed Forces. I figured I would share the story here.

Friday afternoon I picked my two girls up from daycare, Maya - 18 months, and Rylee - 3 and a half years old. On the way home we passed police, firefighters, and the big army vehicles with the forces. Rylee looked in amazement and asked who they are. I told her that Constance Bay is flooding, and they're here to help us. She was silent for a moment before finally saying "I want to thank them".

Saturday morning Rylee went to her dance class, and coming home saw the Army on our street, Baillie, on the way home. She reiterated to me that she wanted to thank them. When we got home she got changed into her clothes and we made a thank you card.

I could explain the rest, but I think the pictures speak for themselves.

Rylee, 3½, thanks Operation Lentus soldiers for helping out her community of Constance Bay, ON, during spring flooding in April.

Photo by Justine Miller

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Mental Health Awareness Week

This year, the Mental and Social Wellness Working Group of the MARPAC Health and Wellness Strategy wants to bring awareness to the practice of mindfulness and the benefits that being mindful can have on our mental health.

What is Mindfulness?

Mindfulness is a way of "being". It is about moment to moment awareness and bringing attention to the things in and around us. This includes our internal thoughts, our feelings and emotions, our bodily sensations, as well as our environmental surroundings, such as sounds. We spend a lot of time worrying about the future or thinking about the past. We often forget to be here, in the present moment.

Mindfulness is also about accepting what is in the present moment, good or bad. As humans, we experience a spectrum of emotions. We often try to control or make changes when we feel negative emotions, such as anxiety or anger, because they bring us discomfort. By trying to stop these sensations, we often stir up more of those negative emotions by getting angry at ourselves for feeling anxious. When we begin to accept these emotions, as they are, understand that they are normal and that they will pass, we begin to see the mental health benefits that come from being mindful.

RESOURCES

Canadian Mental Health Association:
<https://cmha.ca/documents/mindfulness>

BC Art of Living Mindfully: <https://www.bcalm.ca/>

What Can Mindfulness Look Like?

Mindfulness can be practiced in many different ways, from formal meditation to two minutes of deep, relaxation breaths. There is no right or wrong way to practice mindfulness. Here are few mindfulness techniques from the Canadian Mental Health Association you can practice anywhere:

- Eat a meal without distractions like TV or other electronic devices. Pay attention to what you are eating and the different sensations that come up. Notice the taste and how it makes you feel.
- Go for a walk and set out to pay attention to the environment and your surrounding using all your senses.
- Talk with a friend face-to-face without distractions. Focus on the conversation, what they are saying, and try to listen without judgments or expectations. Notice how you feel.
- Take two minutes to sit quietly and focus on the sensation of your breath. When you find your thoughts wandering, simply acknowledge the thought and redirect your attention back to your breath.
- Listen to a guided meditation or visualization online or through an app.

Wellness Wednesday Walk

Join us on Wednesday May 8, at noon for a mindfulness walk to Saxe Pointe. This is a guided walk intended to help you engage in mindfulness and bring your attention to your environmental surroundings, internal thoughts, bodily sensations, and emotions.

There will be two walking groups - one leaving from the entrance gate at Naden, and one leaving from the entrance gate at Dockyard.

What are the Mental Health Benefits?

- Reduces stress and anxiety
- Enhances performance
- Improves decision making skills
- Improves leadership skills
- Helps gain insight
- Increases our attention to others' well being
- Helps manage symptoms of some mental illnesses and substance use problems
- Improves communication
- Increases attention and focus
- Increases resiliency
- Increases emotional regulation and self-control
- Improves sleep



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BIKE CRASHES SCUTTLE TRIATHLETE'S IRONMAN DREAMS



Peter Mallett
Staff Writer

IT HAS been a punishing start to 2019 for Lt(N) Nico Lightbody.

The award-winning triathlete had two serious accidents that have left him with broken bones, and unlikely to compete in any sport competitions until late this year.

While at an Ironman training camp in Los Angeles Jan. 24, he took a spill riding his bike down a steep incline. His bike flipped and he went over the handlebars and landed on his back with the impact breaking his right collarbone and his helmet in two. The injury required doctors to insert pins and a plate in his shoulder to hold his collarbone in place.

Lt(N) Lightbody estimates he was travelling 40 kilometres an hour when his back wheel struck a small rock on the path.

Then three weeks ago he was riding his bike on Ash Road in Saanich and was taking a sip from his water bottle when a utility vehicle suddenly stopped in front of him. He was able to brake before striking the back end of the vehicle, but the braking action pushed all his weight forward and his entire body flipped forward over his handlebars.

He landed on his head and back, and this time suffered a broken left collarbone, more road

rash, and soft tissue damage in his right forearm.

"My first injury came as a complete shock and I didn't know I had broken anything," said Lt(N) Lightbody. "In my latest accident it was a case of surreal disbelief that this could happen again, and then sadness."

He was back to training for the June 1 Ironman 70.3 competition in Hawaii when the second accident happened.

"It was super unfortunate to break my collarbone for the second time in three months," said Lt(N) Lightbody. "All my races for this year are up in the air and my participation in the 70.3 event in June definitely won't be happening."

The event serves as a qualifier for both the 2019 World Ironman 70.3 Championship in Nice in September and the Ironman World Championship in Hawaii in October.

After a top 100th finish at last year's 70.3 World Championships held in South Africa he was holding high hopes of qualifying for both of this year's world championships.

The doctor said he won't require reconstructive surgery to his shoulder, but it will take two months to heal.

But he's already focusing on his recovery and a return to training.

"This is going to make coming back and racing again even more satisfying and even more sweet when I am able to accomplish this," he concluded.

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A ship's journey - deployment to deployment

SLt Matthew Mooney
HMCS Ottawa

It takes a lot for a ship and crew to be ready to let go her lines and proceed to sea in support of Canadian operations around the world. The process begins the moment the ship returns from her previous deployment.

A warship is like a floating city that is constantly supporting its crew. After a long deployment overseas, the ship needs to proceed alongside for a maintenance period where anything that degraded overseas can be repaired or replaced.

Ottawa's road to readiness began in September when she and her crew returned from their summer deployment to Exercise Rim of the Pacific (RIMPAC).

During October of last year, work was conducted on a number of systems to bring the ship back up to its full fighting order.

Both software and hardware was replaced in order to ensure that sailors would have the best equipment to support them on their missions.

But it isn't only the equipment that is changed.

The crew of a warship is dynamic; it is constantly being supplemented as crew members go on leave or career courses or get posted in and out. So, in addition to new equipment, there are always new personnel to train and mentor in their new roles or, in many cases, on their new ship.

Ottawa took the opportunity, while sailing for the Submarine Commander's Course in February to invite Sea Training (Pacific) to help mentor the team in an Assisted Ship Readiness Training (ASRT) program. During ASRT, Sea Training ran the crew, who in many cases was working together for the first

time, through exercises designed to highlight areas for improvement for the future. The ASRT program aims to assist all of the different organizations in HMC ships. There are simulated warfare engagements, gun shoots, simulated boardings, and damage control exercises. All of these exercises help new and old members of the ship's company better understand their role in supporting the ship as a whole.

In addition to the training done at sea, Sea Training (Pacific) aids the west coast fleet to prepare for their upcoming operations by conducting focused training. For the bridge team, the bridge watchkeepers were brought to Naval Fleet School (Pacific) where they are given the opportunity to develop their bridge resource management skills and practice precision navigation.

The simulators give them the opportunity to work

out the small details and information flow that is so critical when conducting navigation in Canada or around the world.

In March, Ottawa's Naval Boarding Party conducted team training that was overseen by Naval Fleet School (Pacific) and Sea Training (Pacific). The purpose of this training focused on developing the 10-person team tasked by the Royal Canadian Navy to board and search vessels while on deployment. This training included weapons handling, tactical shooting, rappelling and close quarter battles.

In order to train the damage control organization, Ottawa's crew conducted training at Galliano in Colwood in April. Galliano is a state of the art facility where there are simulated burn rooms for the ship's company to practice their firefighting skills and flood tanks where sailors can practice leak stopping under safe and controlled conditions. This realistic training pre-

pares sailors for the worst case scenarios they might face at sea.

In the coming weeks, Ottawa's operations department is going to conduct training to prepare for an upcoming deployment. This training will focus on detecting, localizing and tracking possible threats.

Additionally, Ottawa is going to conduct Chemical Biological Radiological and Nuclear threat training where the ship and crew will simulate being in a chemical attack. This will ensure the team is fully prepared for anything that might come their way in the future.

All of this training is being done with one goal: preparing the ship for their upcoming deployment. In order to determine if the ship is ready Ottawa will set sail once again in June with Sea Training (Pacific) embarked for Immediate Multi-Ship Readiness Training (IMSRT). During IMSRT the ship will be challenged in every way possible to ensure that the sailors are ready to help, ready to lead, and ready to fight.





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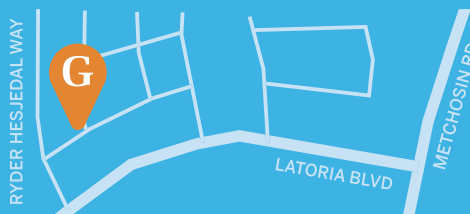
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Leading the Fleet at the TC10k

Congratulations to the Canadian Fleet Pacific Headquarters for living up to their motto in "Leading the Fleet" during the Victoria Times Colonist 10k on Sunday, April 28 by placing first in the "military, police and fire" category, and third overall against 181 teams.

All 11 members completed the 10km run, with an average time of 44:45. Team captain LCdr Simon Brown was surprised by the outcome saying, "We didn't really expect to do well as none of us did any specific training for this event."

However, LCdr Brown believes there is a great fit-ness culture at work, with the monthly Formation Runs and the upcoming Navy Bike Ride and the Navy Run in June.

"Not all of us are runners, but we all like to stay fit and active."



Photo by Michael Kennedy
Front row, left to right: MS Matthew Kettle, MS Steve Deschamps, LCdr Andrew Berry, LCdr Simon Brown, and LCdr Johnathan MacDonald. Back row, left to right: Cmdre Angus Topshee, LCdr Kyle Aubrey, LCdr Daniel Roy, LCdr Gregory Schoenbaechler, and Lt(N) Graham Arlett. Not pictured: Lt(N) Julian Ordonez.



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Photos by Peter Mallett, Lookout

Above: The Esquimalt Fire Bears gather for a team photo after their gold medal win. Right: Fire Bears team captain Josh Peterson of Esquimalt Fire and Rescue raises the Beaver Cup trophy over his head in celebration of their win. Inset below: Blues guitarist Jesse Roper and member of the RPOps Thrashers belts out a rendition of O Canada on his guitar during the Beaver Cup opening ceremony at Wurtele Arena.

Fire Bears make triumphant return to BEAVER CUP

Peter Mallett
Staff Writer

The Esquimalt Fire Bears engineered a 5-2 victory over 19 Wing Comox to capture the gold medal at this year's Beaver Cup hockey tournament.

The latest edition of the annual recreational hockey competition for members of the military's engineering community was played April 23 to 26 at Wurtele Arena and featured five co-ed teams squaring off in round robin play.

The Esquimalt Fire and Rescue team made a triumphant return to the tournament after a four year absence. Fire Bears team captain Josh Peterson

raised the Beaver Cup trophy over his head as his teammates cheered during the post-game trophy presentation ceremony led by Real Property Operations (Pacific) Commanding Officer Lieutenant-Colonel Matthew Sandy.

"We didn't come to lose but our opponents from Comox were also great competitors and the final score certainly didn't reflect how closely matched the two teams were on the ice today," said Peterson who works as a firefighter at the Base. "The most important thing is we got on the ice as engineers and focused on building friendship and camaraderie with our peers through hockey."

LCol Sandy says the tournament is an effort to bring together civilian employees and military personnel who work in the DND engineering community at CFB Esquimalt and 19 Wing Comox

for some friendly competition.

"The engineering community at military bases are a tight-knit family, so this tournament is a chance to unite our people through sport," said LCol Sandy. "Quite often military and civilian employees don't get that chance to interact when they are outside the workplace."

The Beaver Cup tournament began in 1986 and is normally played each year with each base rotating as tournament host. LCol Sandy noted the tournament has a much longer history and that other Beaver Cup competitions also exist within the engineering communities at other military bases across Canada.

This year's tournament was buoyed by some star power.

Victoria Blues musician Jesse Roper and retired Canadian Football League Centre Tim

O'Neill suited up to play for the RPOps Thrashers. Moments before the tournament's opening puck drop on April 23, Roper, with his guitar and amplifier, delighted participants with his rendition of *O Canada*.

Roper's guitar picking earned widespread cheers and the slapping of sticks on the ice after he completed the anthem, and he also earned praise for his play on the ice.

"He was quick and fit and fast, was taking a lot of hard shots at our defence and was really quite a hockey player," said Peterson.

The tournament featured three teams representing Real Property Operations (Pacific) and included the RPOps Bandits, Thrashers and Beavers. The Beavers celebrate third-place honors in the bronze medal game when they shut out the Bandits 6-0.



Jesse Roper

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Submariner carves a unique hobby

SLt M.X. Déry
MARAPC Public Affairs Office

Wood chips fly in all directions as LS Scott Ferron grips his chain saw and taps a block of red cedar. With each cut from the rotating teeth an eagle takes form.

His emerging sculpture is practice for the Campbell River Shoreline Art Competition.

“Being able to take a chain saw with that much power and make a work of art is something that intrigued me,” said LS Ferron, a Marine Technician in *HMCS Victoria*.

Prior to joining the Navy in 2010, he worked in forestry and discovered this unique art form when he witnessed a competition.

“It was the first time I saw someone carve a work of art with a chainsaw,” he said. “I found a new use for that power tool.”

Under the mentorship of Chris Foltz and Bob King, two award winning carvers, LS Ferron learned this craft.

He is now revving up for the competition in June, which means making sure the chain saws are in working order and practicing on multiple canvases or logs. But raw material can get expensive.

To save money, he looks for free material such as dead-fall. But he must be mindful of rot, nails, or anything that would destroy his tools.

Luckily British Columbia has plenty of red cedar, which is rot resistant and a softwood, making carving easier. He managed to acquire a fair amount of wood from a local resident who was willing to part with it if he carved her a dog.

The practice pieces don't compare to the massive lumber he'll carve during the four-day competition; a typical piece is eight feet tall and four feet in diameter. Competitors are given about 40 hours to carve their submissions, plus they do a quick carve that is auctioned off.

“It requires a lot of stamina,” said LS Ferron. “Staying fit is helpful, as is being strong.”



He'll start carving with his largest saw with the biggest blades to make sure he gets a fast start, not only for time but for fatigue.

“You want to make sure that you aren't wrestling this behemoth with a 30-inch bar for an hour. At 100ccs, it is heavy and there is very little in the way of anti-vibration. You're going to feel it.”

Once he's roughed out his design, he turns to smaller chainsaws to carve the details.

Dremels, die grinders, torches, belt sanders and a host more power tools can be used to finish the carving, while simultaneously cleaning off the saw dust and bar oil from the sculpture.

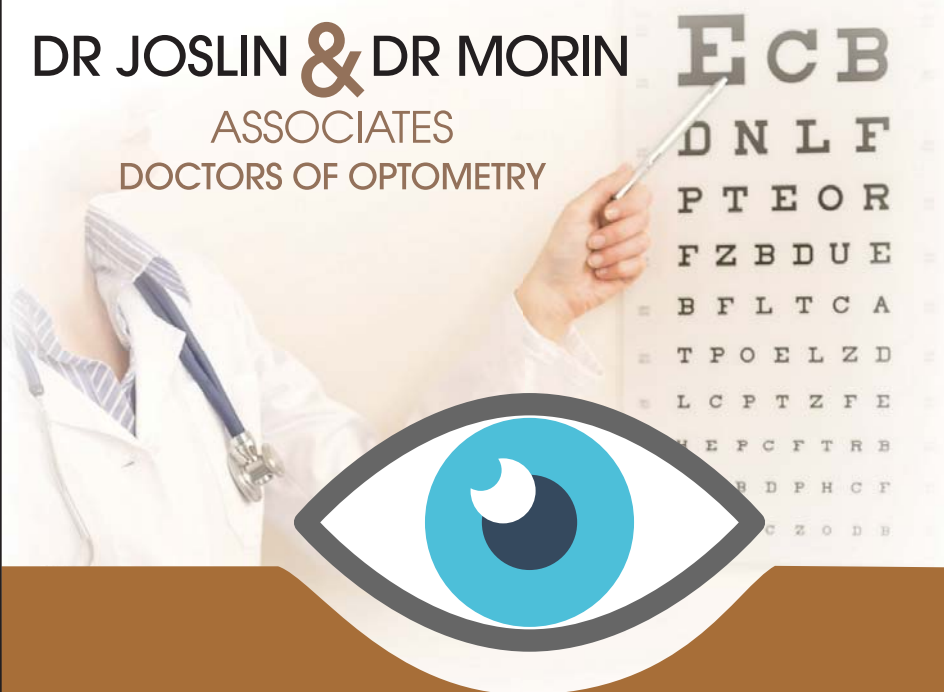
The carvings are then auctioned off with half the proceeds going to the winning contestants. First place on the main piece can be in the thousands of dollars.




LS Scott Ferron

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Parks Canada's HOMETOWN HEROES



As part of Parks Canada's Hometown Heroes initiative, a commemorative ceremony will take place on Friday, May 17 at Fort Rodd Hill to pay tribute to two British Columbian Hometown Heroes.

This is a community-based initiative that honours men and women from the Canadian Armed Forces and civilians who contributed to the cause of freedom during either or both of the World Wars.

This event will also include a component of a larger D-Day commemoration initiative led by Veterans Affairs Canada (VAC). Launched in Vancouver on March 29, this initiative features combat boots travelling across Canada by train. The intent is for the boots to arrive in Halifax, after attending a series of commemorative events country-wide, then "board" a Royal Canadian Navy ship.

The two Hometown Heroes who will be honoured as part of this event are Commander Trevor Cole Shuckburgh, RCN (Retired), and Alice Adams, WRCNS (Retired).

The event is organized and led by Parks Canada in partnership with the Royal Canadian Navy and the Royal Canadian Legion. Members of the Defence Team are welcome to attend.

Visit the Parks Canada website for more information: <https://www.pc.gc.ca/en/culture/historique-historic/hero>

Fort Rodd Hill pays tribute to two Hometown Heroes - May 17

Commander (Retired) Trevor Cole Shuckburgh



Born and raised on a farm in Stettler, Alberta, in 1922, Trevor Shuckburgh grew restless and wanted to see the world.

At 17 years old, and with the help of his mother, Shuckburgh travelled to the west coast and joined the Royal Canadian Navy (RCN) in 1940 as a Boy Seaman. He received basic military training at HMCS Naden, a naval training centre near Victoria.

His first active posting at sea came when he was assigned to HMCS Prince

Henry in 1940. Built as a Canadian national passenger liner, Prince Henry, along with sister ships HMCS Prince David and HMCS Prince Robert, were acquired by the RCN at the outbreak of the Second World War and converted to serve as armed merchant cruisers.

Aboard, Shuckburgh received gunnery training.

Assigned to the Pacific Ocean, Prince Henry and crew patrolled the west coast of South America where it intercepted two German merchant ships, Muenchen and Hermonthis, in 1941, returning the prisoners to Esquimalt, British Columbia.

Shuckburgh's next postings were aboard Canadian-built minesweepers HMCS Gananoque operating in the waters off the coast of Newfoundland, then HMCS Stratford. Motivated to study and work hard, Shuckburgh quickly rose through the ranks to that of Petty Officer.

By the winter of 1944, Shuckburgh was serving aboard the frigate HMCS Teme, one of 6,900 vessels, including warships of the allied navies, landing ships and crafts, auxiliary and merchant vessels, which participated in the largest seaborne invasion in history. Codenamed Operation Neptune, this amphibious landing mission spearheaded the Allied invasion of Normandy which began on D-Day June 6, 1944, to liberate German-occupied France, and later northwestern Europe from Nazi control.

The lasting impression on those who took part in the operation was the imposing sight of innumerable vessels approaching on all horizons, as far as the eye could see.

As the D-Day landings continued, Teme formed part of an

escort group responsible for sweeping the English Channel and Bay of Biscay for enemy submarines. In the pre-dawn hours of June 10, 1944, sonar contact was made with a U-boat and Teme gave chase, nearly being cut in half by friendly escort carrier HMS Tracker, which was also in pursuit of the enemy vessel. Shuckburgh led a team of volunteers who remained aboard Teme to see her safely towed to Cardiff, Wales, for significant repairs.

The action onboard Teme continued months later when, in March 1945, the ship was struck astern by a torpedo, sheering off a 60 foot section and killing four members of the crew. The valour Shuckburgh demonstrated in helping save the ship from sinking earned him a Commander-in-Chief Commendation.

Though the war came to an end in September 1945, Shuckburgh chose to remain in service with the RCN. Having completed correspondence courses offered by the Royal Canadian Legion to expand upon his education, he was selected for a commission and became a gunnery officer.

Uniquely, in 1947, Shuckburgh was assigned as one of four gunnery training instructors to the Royal Navy's state-of-the-art training vessel, HMS Finisterre, the only Canadian onboard and the only non-commissioned gunnery instructor. As such he was selected by the crew to represent the ship at the Royal Naval Review by King George and Queen Elizabeth in Scotland that year.

Eventually promoted to the rank of commander, in 1967 he led the planning for the Naval Assembly Atlantic held in Halifax during Canada's Centennial celebrations in which 40 warships from 16 countries participated. During his career as a Commissioned Officer, Shuckburgh served at sea in the capacity of Gunnery Officer on HMCS Magnificent and HMCS Ontario, was the Executive Officer of HMCS Ste. Therese, HMCS Ottawa, and HMCS Bonaventure, and commanded warships HMCS Sussexvale and HMCS Columbia.

Highlights of Shuckburgh's career include acting as Department of National Defence Co-ordinator for the Royal Visit to British Columbia in 1971 and serving as Aide-de-Camp to the Lieutenant Governor of British Columbia, Major General George Pearkes from 1962 to 1965. In 1962, he had the honour to carry the remains of Mungo Martin, the revered Kwakwaka'wakw First Nation's artist, from Victoria to his final resting place at Alert Bay aboard HMCS Columbia.

In 1972, after a 32-year naval career, Trevor Shuckburgh retired in Victoria, which he continues to call home to this day.

Petty Officer (Retired) Alice Adams



As the Second World War intensified, particularly at sea, a growing number of men were needed to crew the country's naval vessels. To fulfil a range of trades on shore, freeing up sailors for active duty, the navy created the Women's Royal

Canadian Naval Service (WRCNS) in 1942 to allow women to volunteer for service.

One of these women was Alice Adams (née Rutherford). Teaching at an elementary school in rural Saskatchewan at the start of the war, Adams came across a recruitment notice for the WRCNS and travelled to Saskatoon to enlist at HMCS Unicorn, a naval reserve division of the Royal Canadian Navy (RCN). While aboard the train to Galt, Ontario, for basic training at HMCS Conestoga, Adams met others her age who would become her friends for life.

With basic training completed, Adams was selected to be among the first group of Wireless Telegraphists and was sent to signal school near Scarborough, Ontario, where she learned to be proficient in Morse code.

She was then sent to Ottawa to help establish Number 1 Station HMCS Bytown, a station to intercept German naval communications, and where Wrens formed the core of the personnel. After a few months in Ottawa, Adams received further wireless operator training at the signal school in St. Hyacinthe, Quebec, before being posted to HMCS Coverdale in Moncton, New Brunswick. At Coverdale, like at Bytown, her duties included copying enemy naval traffic as well as tracking the bearings of enemy German

submarines, known as U-boats.

The vital intelligence gathered from these stations, along with stations in Newfoundland and the United Kingdom, assisted the Allies in determining the location of U-boats. Merchant convoys in the North Atlantic Ocean – essential to the survival of Britain, the liberation of Europe, and to help supply the Soviet Union – could then be diverted from the path of U-boats, saving countless lives and protecting this essential lifeline between North America and Europe.

With Imperial Japan's entry into the war in 1941, the Pacific Ocean also became a significant theatre of war. Although she hoped for an overseas posting, Adams instead found herself at signal school in St. Hyacinthe once again. This time she learnt Kana, the Japanese version of Morse code, and how to transcribe it on special typewriters. With this training, she was posted to the Gordon Head Special Wireless Transmitting Station on Vancouver Island in 1944. At the time, the location of the station was kept completely secret, and personnel were billeted in nearby Esquimalt. Today, the former grounds of the station form part of the University of Victoria campus.

Throughout the war, the vital intelligence she and her fellow Wireless Telegraphists gathered at intercept stations became an important component of the Allied signals intelligence system. These Canadian posts were considered 'outstations' of Bletchley Park, the top-secret British military intelligence headquarters located in the U.K. Due to the covert nature of this work, it would only be decades later that her role in this larger system of intelligence would become known to her, earning Adams the Bletchley Park Commemorative Badge.

The war in the Pacific came to an end with the surrender of Imperial Japan in August 1945. Adams continued in service as part of a WRCNS unit at Gordon Head Military Camp processing freed Canadian and British prisoners of war from the Battle of Hong Kong, returning by

the thousands through Naden's dockyard after being held in camps since 1941. Arriving with nothing, and in very poor health, these soldiers and nurses were sent to the hospital at Gordon Head for evaluation and to complete administrative procedures. This experience brought her in direct contact with victims of war, an experience that has stayed with her to this day.

Having achieved the rank of Petty Officer, Adams' wartime service came to an end in the spring of 1946. Upon her transition back to civilian life, she completed higher education to become a Reference Librarian. She eventually married, moved to Ottawa, and raised three children. Following her retirement, she returned to live in Victoria in 1985, where she continues to reside.

Like many women who served in uniform during the war, Adams' experiences gave her a sense of confidence she would carry throughout her civilian life. The shared experiences and camaraderie she lived brought her very close to a number of other Wrens, leading to life-long friendships.

Alice Adams is one of the approximately 50,000 Canadian women who served our country in uniform, fulfilling a variety of functions at home and abroad, during the Second World War and making important contributions to Allied victory. While women were not allowed in combat roles at that time, these trailblazers demonstrated their proficiency in even the most highly technical and advanced functions and paved the way for full integration of women in the Canadian Armed Forces in the second half of the twentieth century.

Even more women – one million strong – contributed to the war effort at home in manufacturing roles, producing necessary war materiel in the nation's factories and shipyards. Women also took on the roles of 'Housoldiers,' 'Waste Wardens,' and 'Kitchen Commandoes,' keeping their families healthy and strong despite wartime rationing, sending care packages overseas, as well as fundraising and charitable work.

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ARTIST EMPLOYS

warrior mentality

in her work

Peter Mallett
Staff Writer

TO GLANCE at acclaimed artist Silvia Pecota's paintings one would think they are photos, moments captured in a war-torn country, detailing the story of Canada's military.

The realism is breath-taking. The subjects hauntingly genuine.

Thirteen years ago, during the early stages of the Canadian Army's deployment in Afghanistan, Pecota was embedded with the soldiers on the front line to document their experience through art. By doing so, she joined a long legacy of painters, illustrators and photographers chosen for the Canadian Forces Artist Program.

She drew further inspiration from time spent with the International Security Assistance Force in Haiti in 2004, and her travels to military bases across Canada to see how soldiers train and live.

"Knowing what our soldiers have endured has become my inspiration," said Pecota, 58. "There is an inherent desire in me to express the compassionate side of them in a beautiful way. I want to make people pause and think when they see my work."

She took thousands of photos while out with the troops, and these were the basis for her artwork, created upon her return to her Kingston, ON, studio. Since 2002, she has generated over 50 compositions dedicated to the Afghanistan mission, as well as more than 20 representing the history of the Canadian Army from the War of 1812 to the

Second World War.

Many compositions are dedicated to the fallen; she published them in *Remembering Our Fallen*, a 72-page book of poetry and artwork in 2015.

Still images are the building blocks for her creative process. They remind, they inspire, and they are a much-needed reference to ensure the accuracy of the realism of her work. Using Photoshop, and later in the process oil paints, she meshes the artwork, often having over 100 layers that are blended seamlessly to produce a realistic representation of a scene.

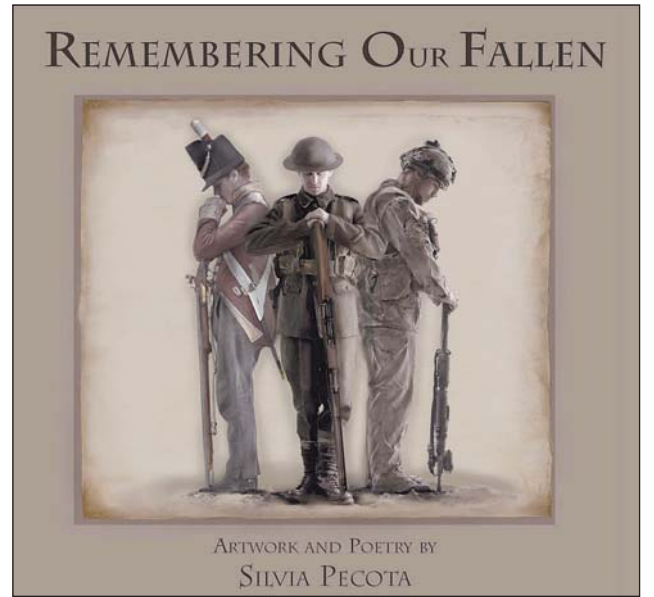
Her tenacity to get to the front line, and not be deterred by military leaders who wanted to keep her far from harm's way, paid off as each painting has an intimacy that can only be attained through experience.

"The only way I could understand it, as an artist, was to get there on the battlefield and feel it," she said. "This was not some hypothetical video game; I needed to know how cold it was at night sleeping outside in a 'hooch' or know that this might be someone's last day as many didn't come back from a patrol."

Initially, it took time to earn the trust of the men and women in uniform as she pointed her camera and clicked the shutter. It was only when they realized she was an artist there to capture their experience in art form that the barriers came down.

"For me it was all about understanding the warrior mentality and gaining their trust," she explains.

Beyond being an accomplished photog-



rapher and artist, she is also a sculptor. In 2008, she sculpted a relief dedicated to the fallen that was bronzed and then displayed in the Royal Canadian Air Force Museum in Trenton, ON; a second version was displayed at the Canadian cenotaph in Kandahar, Afghanistan, and a third will be unveiled this May in Ottawa at NDHQ Carling.

Her work doesn't just focus on military life. During her career, Pecota has travelled across Canada and other parts of the world, taking photos of famous people and places. She was commissioned by the Princess Patricia's Canadian Light Infantry for a portrait of their Colonel-In-Chief, Lady Patricia Countess Mountbatten of Burma. She travelled to Canada's far north where her experience inspired her to illustrate her first children's book *Hockey Across Canada* and a series of artwork for the 2007 Canada Winter Games. Since 2014, she has been commissioned by the Royal Canadian Mint to design a series of commemorative coins.

But the military is stoking her creativity again. Lately, she is kept busy with her next project, a series of Second World War portraits and designing a medallion for this year's 75th anniversary of D-Day.

To view her work, and buy prints, go to www.silviapecota.com



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Photo by Leading Seaman Mike Goluboff, MARPAC Imaging Services

Cyclone Flight to Wally's Saddle

A Cyclone crew from 443 Maritime Helicopter Squadron visited Wally's Saddle, located at an altitude of 7,400 feet southwest of Keremeos, to pay tribute to a fallen military pilot Maj Wally Sweetman. During the morning of April 28, 1994, a transfer of Sea King helicopters was taking place from 12 Wing in Shearwater, Nova Scotia, to 443 (MH) Squadron in Patricia Bay, British Columbia.

Major Sweetman was the aircraft commander and Major Bob Henderson was the co-pilot. While over the Bay of Fundy near Saint John, New Brunswick, the crew experienced an aircraft emergency. A fuel line broke, causing complete engine failure and a fire on board the aircraft at 6,000 feet. As the aircrew were preparing for a forced landing, burning fuel was entering the cabin from above causing blinding smoke to rapidly fill the cockpit.

Despite the chaos, the pilot performed an autorotation and managed to execute a survivable landing. The Navigator and Flight Engineer escaped, albeit with severe burns. Unfortunately, both Maj Sweetman and Maj Henderson were killed in the ensuing inferno. Their actions, however, live on as an example of bravery, courage, and outstanding airman-ship. In 1999, a memorial plaque was commissioned in Wally Sweetman's honour.



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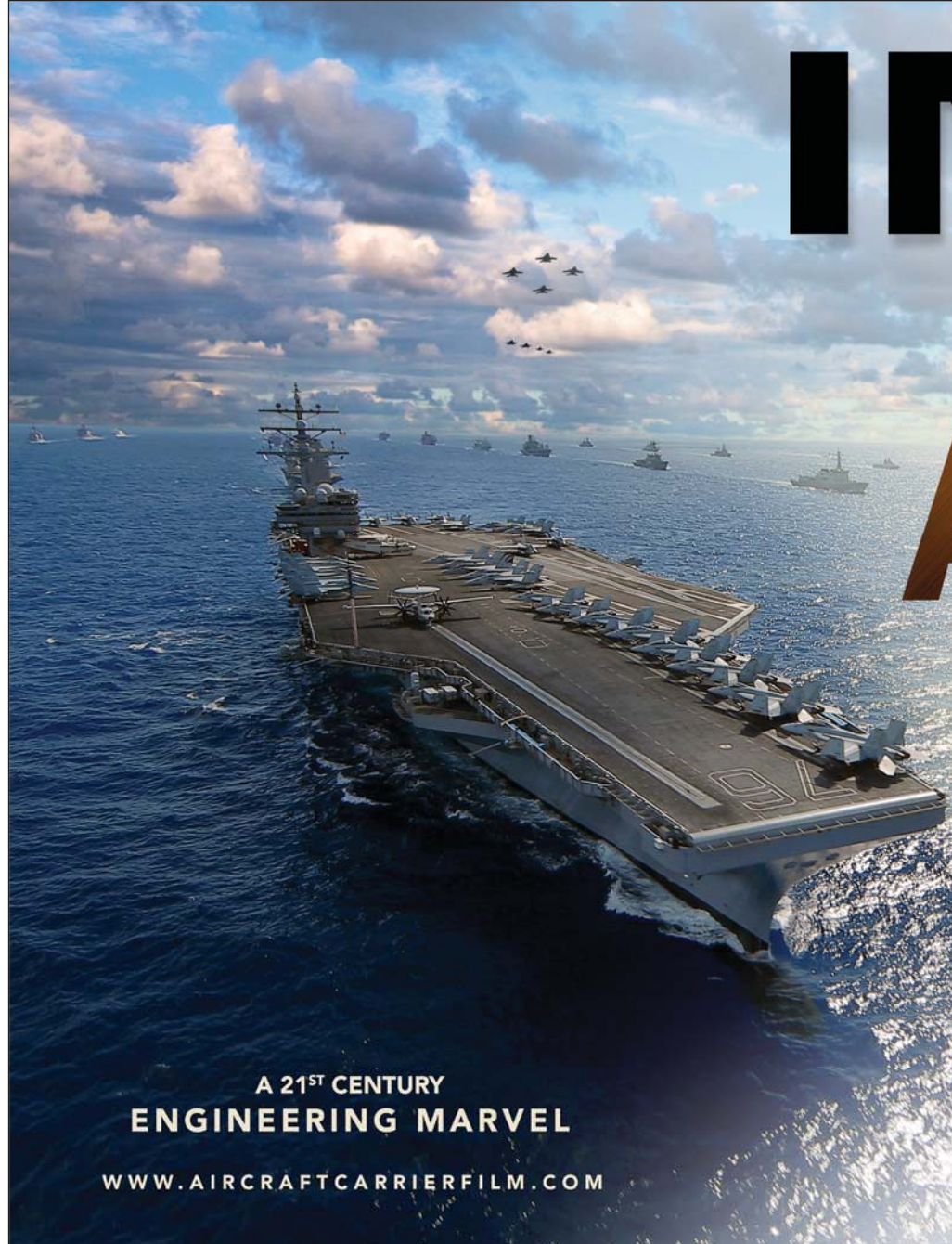
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Hot success - the road to cocaine seizure on Operation Caribe

Capt Annie Morin
Public Affairs Officer
Operation Caribe

As *HMCS Yellowknife* sails under the hot sun in the Eastern Pacific Ocean, the air is heavy with humidity, bringing the temperature to about 45 degrees with the humidex. It's nearly impossible to stay dry even when limiting your movements. Your



A sailor assumes force protection duty.

clothes stick to you in all the wrong places; the nape of your neck perpetually clammy. Inevitably, sweat is just something you have to deal with.

The ship's task at hand on Operation Caribe is to find and board vessels of interest carrying illicit drugs, and on April 14 they made their first drug bust.

Start of the action

On the bridge of the ship, everything was dark apart from the faint lights emanating from the equipment. From afar, *Yellowknife* was nearly invisible sailing in its search area when the radar picked up a signal from a nearby vessel.

The helmsman piped boarding stations signaling to those involved in the boarding to get ready; the ship's Rigid-Hulled Inflatable Boats was lowered into the water with the United States Coast Guard (USCG) law enforcement detachment who would actually perform the boarding.

The crew positioned the ship favorably using the moonlight so it could remain unseen by the vessel for as long as possible. A Costa Rican flag was

spotted on the vessel. Other than required communications with the operations room, the bridge was quiet in anticipation.

In complete darkness, the RHIBs pulled away.

As the RHIBs came to the sides of the suspected smuggling vessel, the Captain was hailed by USCG members; the suspects stood noticeably surprised by the sudden nocturnal apparition, but remained calm. One by one, the USCG members climbed on board the vessel, having received authorization to board by authorities. Upon receiving the go-ahead, the law enforcement professionals began the rigorous work of finding the drugs, using known information, their experience, and wits.

They worked all night without rest, wallowing back and forth with the movement of the waves, and relying on the water and limited food they brought with them for energy. A few more hours went by and the USCG members have done all they could to find the narcotics but came up empty. Despite this, they remain convinced the drugs are hidden, just out of reach.

The second search

The decision was made to bring the tired USCG members back to *Yellowknife*. However, the search for the narcotics was not yet over. All the signs were there, that the vessel was carrying something. There was one more possibility to find the drugs though, a dockside search.

Arrangements were made with the Costa Rican Coast Guard to come and take responsibility of the vessel. Over the radio the chatter is unintelligible, except



A sailor communicates with the Machine Control Room.

for those few crew members who could translate Spanish for the rest of the crew on the bridge.

It would take a few hours before the Costa Rican Coast Guard could reach the vessel. The waiting game began. *Yellowknife* remained close to deter the vessel from sailing away. If the proximity of the warship was not enough as a deterrent, the ship's company members wearing helmets, bulletproof vests, and being armed surely would do it.

The normally buzzing ship was eerily quiet; everyone was hopeful the Costa Rican Coast Guard would be able to find something when they performed a destructive search while in port. The search is meant to reach areas of the vessel that have been purposefully concealed by the smugglers and inaccessible otherwise.

In the late afternoon, the Costa Rican Coast Guard pulled in beside the vessel ready to take over from *Yellowknife* and escort the vessel into port. Members of the ship's company watched from the bridge as the newcomers boarded the vessel and performed a security sweep.

Then, equipped with the information the USCG Law Enforcement collected on the vessel, the Costa Rican Coast Guard departed, eager to carry out their own search. At their request, *Yellowknife* followed the two vessels for some time and then broke away from the group to continue patrolling.

The second waiting game begins

As the crew of *Yellowknife* returned to a normal routine, the thought of the previous night's boarding and the prospect of a drug discovery by the Costa Rican Coast Guard remained at the forefront of everyone's thoughts.

Less than 24 hours after the Costa Rican Coast Guard met with the vessel, *Yellowknife* was rewarded in the form of a short and precise message: "1,040 kilos of cocaine and one semi-automatic rifle found on vessel."

Crewed by 45 members, including members of the United States Coast Guard, *Yellowknife* continues its deployment along with *HMCS Whitehorse* on Operation Caribe, Canada's contribution to Operation Martillo, a U.S. Joint Interagency Task Force South (JIATFS) operation responsible for conducting interagency and international detection and monitoring operations and facilitating the interdiction of illicit trafficking.

Sailors lower a Rigid-Hulled Inflatable Boat onboard *Yellowknife*.



Aircraft carrier IMAX film explains modern technology marvels

Explore the modern marvels of naval technology and experience being aboard a carrier at sea in *Aircraft Carrier* at IMAX Victoria.

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laced visuals and human stories that pay tribute to the role modern aircraft carriers play in maintaining the freedom of the seas, and keeping the sea lanes open for commerce.

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RIMPAC provides a striking visual context due to the size and scale of the maritime drill – with over 22 nations and 55 ships participating – along with 92 fixed wing aircraft and helicopters on the carrier itself,

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Hockey night in Oman



Lt(N) Linda Coleman
HMCS Regina

It was April 27, a Saturday night, when *HMCS Regina* was alongside in Muscat, Oman, for a port visit during Operation Artemis.

While many Canadians were watching playoff hockey on Hockey Night in Canada back at home, *HMCS Regina* had their own version going on: Hockey Night in Oman.

Oman is known for its beautiful beaches and hot weather. But ice hockey? Not so much. Yet to our surprise, ice hockey not only exists in Oman, but is alive and well.

In over 30 degree heat, *HMCS Regina's* hockey team made their way to an ice hockey rink called "Fun Zone" in Muscat to

play against an expat team called the Wadi Dogs, and the Oman national ice hockey team, the Khanjars.

The game was organized by PO2 Tom Orlovski, a Marine Technician onboard *Regina*, and Aaron Grimley, a member of the expat team in Muscat. It was thanks to Mr. Grimley that *Regina* had the privilege to play against the Oman national team.

The Oman national hockey team was founded in 2014, but it originally started because of the Canadian expat community in Oman.

"Back in 2008, we saw a group of Canadians playing here once a week," said Ibrahim Galadiri, a player on the Oman national team. "We bought some hockey equipment and decided to join them, and

day by day we got more players. We decided to make our own team, and then the government decided to support us in 2014."

The team is an associate member of the International Ice Hockey Federation, plays against other Gulf countries, and participates annually in the Challenge Cup of Asia.

"It's fantastic to see how hockey has grown around the world," said LS Eric Johnston during intermission. "To play in Oman in the Middle East, it's amazing."

"I never imagined in my life that I would be playing hockey anywhere else but Canada," added LS Evan Lawrence. "Playing hockey while on operation in Oman, I think that's pretty cool."

Regina lost 5-3 against the Oman national

team, and 7-2 against the Wadi Dogs expat team.

Regina's hockey team looks forward to returning to Oman one day to continue building upon the newly formed relationships between the Wadi Dogs and the Khanjars. At a time when the world seems to want to create a further divide between people, cultures, and religions – that was not the case during Hockey Night in Oman.

"We can use sports to bridge relations between two different nations," said PO2 Orlovski. "Sports bring people together."

Regina is currently on Operation Artemis, the Canadian Armed Forces' ongoing contribution to counter-terrorism and maritime security operations in the Middle Eastern and East African waters.

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your team under MARPAC.

Team Leaders get a free Team Leader kit that includes a t-shirt, promotional materials, information, and other free swag items. Kits can be picked up at BTWW office #201-531 Yates Street during office hours Monday to Friday, 8:30 a.m. to 5 p.m.

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Sailing club opens for summer fun



James Lee
CFSA

Canadian Forces Sailing Association's Opening Day is the most celebrated event to a sailor in the yacht club. It marks the opening of sailing season after a harsh winter. Skippers clean up their boats and volunteers make the clubhouse look presentable to show off to guests. They also "Dress" the club and their boats with all the flags they can muster. It is a moment of pride and joy for club members.

This year's Opening Day, the club's 71st, was April 28 - a full day event starting with a light reception at lunch time, followed by a ceremony, sail past, and then awards and presentation in the evening.

Representatives from other clubs and organizations such as Royal Victoria Yacht Club and Swiftsure Committee were present. The Reviewing Officer from CFB Esquimalt was Commander Jonathan Kouwenberg. He and the Commodore of CFSA, LCdr Chris Maier addressed club members and guests during the ceremony. Naden Band Quintet and the Sea Cadet Corps lent helping hands in making the ceremony more beautiful and enjoyable with music and a flag hoist.

For the sail past, 33 participating boats sailed into Esquimalt harbour and past the Commodore to pay respects and receive blessing by the Padre. This year, the Commodore and the Reviewing Officer anchored in Esquimalt Harbour to receive respects onboard the Commodore's boat, SV Argyle. The reviewing boat was followed by the Rear-Commodore Lt(N) James Lee's vessel, SV Star Trek, which embarked the Padre and a team of judges for the sail past.

This year's sail past was special as STVs Goldcrest and Tuna, two sister boats, sailed together in the same waters for the first time. They are two of the same class of boats - CS36 - and both named after Her Majesty's Canadian Ships from the First World War.

Opening day came to a close in the evening with awards and presentations. Awards were given out to the Best Dressed Ship, Best Dressed Crew and the Best Sail Past. Judges marked the Best Sail Past based on the uniformity of crew, and extra points were given if they used a Bosun's call, dipped their ensign, used a spinnaker, or luffed their foresail as a part of the sail past. This year's winners were: Farr Out for the Best Dressed Boat, Second Star with the Best Dressed Crew, and Jaguar took the prize for the Best Sail Past. There were many other honourable mentions and door prizes.



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Canadian Forces Recruiting Centre

LCdr Mark Sheppard, Commanding Officer CFRC Pacific, presents medals and promotions.



Cpl Stanka Jagar is appointed to A/MCpl.



PO2 Stephanie McFadden is presented her Special Services Medal with NATO Bar.



MCpl Shamus Stratton is presented his Canadian Forces' Decoration.



Sea Training Pacific

Cdr Paul Francoeur, Commander Sea Training – Pacific, presents awards and promotions.

Photos by LS Sisi Xu, MARPAC Imaging Services



CPO2 Derek Johnston receives his Canadian Forces' Decoration Second Clasp.



CPO2 John Jones receives his Canadian Forces' Decoration Second Clasp.



CPO2 Stephen Durdle receives his Canadian Forces' Decoration First Clasp.



PO1 Chris Carisse is promoted to Chief Petty Officer Second class.



Pacific Coordination Centre



PO1 Eric Gingras of Fleet Augmentation (Pacific) receives his Special Service Medal NATO Bar from Cdr Turetski.



OS Lori Hone of Fleet Augmentation (Pacific) is promoted to AB by Cdr Turetski and PO2 Robertson.



HMCS Regina Awards, Certificates and Promotions

HMCS Regina had a hands fall in and Honors and Awards ceremony in Muscat, Oman, during Operation Artemis. The ship's Commanding Officer, Cdr Jacob French presented awards and promotions.

Photos by Cpl Stuart Evans, Borden Imaging Services



OS Daniel Tao (centre) is promoted to Able Seaman by Cdr Jacob French and Lt (N) Christopher Niewiadomski.



OS Christopher McCorkell is promoted to Able Seaman by Cdr Jacob French and Lt (N) Alan Ng.



OS William Kelly-Bernier is promoted to Able Seaman by Cdr Jacob French and Lt (N) David Fillion.



LS Darryl Forry receives his Machinery Watchkeeping Certificate.



LS Keagan Harder receives his Machinery Watchkeeping Certificate.



LS Michael Huntley receives his Bronze Sea Service Insignia.



PO2 Matthew Dykstra receives his Bronze Sea Service Insignia.



LS Taylor Alexander receives his Bronze Sea Service Insignia.



PO1 Justin Perreault receives his Bronze Sea Service Insignia.



Lt (N) Jacob Killawee receives his Bronze Sea Service Insignia.



LS Andrew Wassenaar receives his Gun Metal Sea Service Insignia.



LS Daniel Judas receives his Gun Metal Sea Service Insignia.



MCpl Victoria Rogers receives her Gun Metal Sea Service Insignia.



PO1 Stephen Labelle receives his Gun Metal Sea Service Insignia.



SLt In-Kee Kim receives his Gun Metal Sea Service Insignia.



Lt (N) Patrick Soukup (right) receives his Gun Metal Sea Service Insignia.



Cpl Thomas Oakes receives his Gun Metal Sea Service Insignia.



AS Andrew Dagley receives his Gun Metal Sea Service Insignia.

Transition Centre Esquimalt



PO2 Patrick Buckoll is presented his Canadian Forces' Decoration by LCdr Judith Harlock and CPO2 Matt Goodwin at the Transition Centre Esquimalt.

Bravo Zulu

New Petty Officers Second Class

On April 24, three newly promoted PO2 sailors were welcomed to the Chiefs' and Petty Officers' mess during Base Chief's Coffee. They were each presented with the "Duties and Responsibilities of the Chief Petty Officers" and Petty Officers' Scroll by CPO1 Sylvain Jaquemot, Fleet Chief, and CPO2 Lyn Edmondson, President of the Mess Committee. Photos by LS Mike Goluboff



PO2 Terry Thomson is promoted to his current rank.



PO2 Jeremy Moore-Cosby is promoted to his current rank.



PO2 Kaitlin Braithwaite is promoted to her current rank.

BZ Base Information Services

Cdr Manley, Base Information Officer, presents awards



Scott Mclelland receives the BIS Level 2 award.



Mike Neal receives the BIS level 5 award.



LS Shaun Reilly is awarded the Special Service Medal NATO Bar.

Canadian Fleet Pacific Headquarters



Lt (N) Tawonga Mkanda is presented with the Special Service Medal with Expedition Bar by Commodore Angus Topshee, Commander Canadian Fleet Pacific.



CPO1 Michael Umbach, Unit Chief Petty Officer Canadian Fleet Pacific, is presented with his CPO1 Scroll by Commodore Angus Topshee, Commander Canadian Fleet Pacific.



CPO2 David Wilson is presented with his First Clasp to the Canadian Forces' Decoration by Commodore Angus Topshee, Commander Canadian Fleet Pacific.



Pte (Trained) Robert Veerman is promoted to his current rank by Lt (N) Meg Hudson.



CPO1 Line Laurendeau is promoted to her current rank by Commodore Angus Topshee, Commander Canadian Fleet Pacific.

CF Health Services Centre (Pacific)



CPO2 Alan Lye is promoted to CPO1 by CPO1 Gibson and LCol Colin Taylor.

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Saturday, May 25 Westshore Community Concert Band 12th annual Café Suite event. Held at Our Lady of the Rosary Parish Hall, 798 Goldstream Avenue, Langford, 7 to 9pm. Variety of concert band music, delicious snacks, desserts, door prizes, all included in the ticket price, plus a silent auction. Tickets \$15. each at the door (if still available) or call Pauline Barnes at 250-477-0117.

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KIDS MEGA SALE
Saturday May 11 - 9:30am to 12:30pm Pearkes Rec Centre, 3100 Tillicum Rd. Gently used baby and children's clothing, toys, equipment, and maternity. If interested in selling, please email: kidsmega-sale@gmail.com Facebook: <https://www.facebook.com/KidsMegaSale>

MISCELLANEOUS

INTERESTED IN JOINING
A coffee/social group for military veterans and military in Cowichan Valley? For info contact Bob Hedley on Facebook. The intention of the group is to meet-up with other veterans and present serving members to exchange stories and facilitate fun get-togethers. FB Group: Cowichan Valley Coffee.

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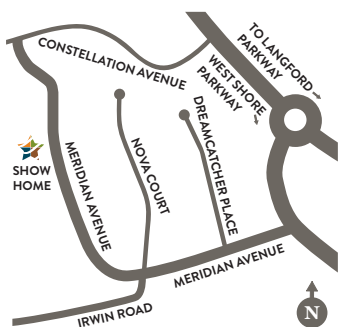
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